CLASSIFICATION [redacted] 25X1

CENTRAL INTELLIGENCE AGENCY REPORT [redacted] 25X1

INFORMATION REPORT

CD NO.

COUNTRY	East Germany	DATE DISTR.	22 April 1955
SUBJECT	Faculty for Light Construction, Dresden Institute of Technology	NO. OF PAGES	1/ 2
PLACE ACQUIRED	[redacted] 5)	NO. OF ENCLS. (LISTED BELOW)	25X1
DATE OF INFO.	[redacted]	SUPPLEMENT TO REPORT NO.	

[redacted] 25X1

THIS IS UNEVALUATED INFORMATION

[redacted] 25X1

1. [redacted] conference about the problems of young technical [redacted] viation industry. General Kessler was astonished tha[redacted] few [redacted] were ready for graduation. The VPL had a demand for 200 graduate engineers. Professor B.W. Baade and Prof Richter, therefore, decided that the eight students who were to start their examinations, in the spring of 1955, should be assigned to Pirna.

2. Students of the 1st semester have not been observed. They are probably receiving practical training in the pertinent East German industry. The number of students of the 1st semester was to be increased to 200 which was also to become the number of places in the school. It was unknown, whether all vacancies were already filled during the first semester. The 3rd semester included 100 students and the 5th semester the same number. Only 14 students were studying in their 7th semester. Three of them were aircraft engine constructors while the others were specializing on designing and statics. It would not be determined if more students were still to join this semester and, if so, how many. Eight students were studying in the 9th semester and were to graduate during 1955. Four of them were specializing on statics, while the other four students wanted to become designers. Great efforts were taken to interest the students in instrument techniques, that is, high frequency equipment and electric installations.

3. Students of the upper semesters complained about the low scientific level of the lectures which, compared to Western technical magazines, was not up to Western standards. An exception were the weekly two-hour classes on "Modern Aircraft Designing" given by Professor Baade who was guest lecturer at the faculty. His students admired him and highly appreciated his lectures which were exclusively based on Western material and were the first ones to introduce modern aircraft designing. In addition to the basic theoretics, Baade gave practical examples and suggestions for aircraft development and construction. He appeared to be much in favor of turboprop engines, especially for commercial aircraft. The students also liked the lectures on engine - airframe assembly problems given by Dipl Ing Pawlowitsch (fnu), a theoretical and practical expert. The Dresden Institute of Technology gradually started to handle aircraft engine problems and to initiate training activities in this field. No further information was obtained. The translation of a Soviet book on aircraft construction was used as instruction material. The title and author were not known. It was [redacted] about aircraft [redacted]

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CLASSIFICATION

STATE	x	NAVY	x	NSRB		DISTRIBUTION									
ARMY	x	AIR	x	FBI											

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4. No detailed information could be obtained on Professor Dr W. Richter's institute. It was assumed that organizational work and lecturing kept him too busy for research activities. No research orders were mentioned. It was merely learned that the institute was involved in the construction of a wat[redacted]

5. Professo[redacted]ad of an institute involved in the construc[redacted]which was being built in the institute workshop [redacted] to be com[redacted] two or three months.

6. The institute of Profes[redacted] the research equipment for stability and [redacted]

7. Professor Clausnitzer (fnu) was head of a low voltage laboratory which was already rather well equipped.

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT [redacted] 25X1

CD NO.

COUNTRY East Germany

DATE DISTR. April 1955

SUBJECT Faculty for Light Construction, Dresden Institute of Technology

NO. OF PAGES 2

PLACE ACQUIRED [redacted]

NO. OF ENCLS. (LISTED BELOW)

25X1

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

[redacted] 25X1

1. Professor Dr Willy Richter, Dean of the Faculty for Light Construction at the Dresden Institute of Technology and VPL General Heinz Kessler had a conference about the problems of young technical personnel for the VPL and for the aviation industry. General Kessler was astonished that so few students of this faculty were ready for graduation. The VPL had a demand for 200 graduate engineers. Professor B.W. Baade and Prof Richter, therefore, decided that the eight students who were to start their examinations, in the spring of 1955, should be assigned to Pirna.

2. Students of the 1st semester have not been observed. They are probably receiving practical training in the pertinent East German industry. The number of students of the 1st semester was to be increased to 200 which was also to become the number of places in the school. It was unknown, whether all vacancies were already filled during the first semester. The 3rd semester included 100 students and the 5th semester the same number. Only 14 students were studying in their 7th semester. Three of them were aircraft engine constructors while the others were specializing on designing and statics. It would not be determined if more students were still to join this semester and, if so, how many. Eight students were studying in the 9th semester and were to graduate during 1955. Four of them were specializing on statics, while the other four students wanted to become designers. Great efforts were taken to interest the students in instrument techniques, that is, high frequency equipment and electric installations.

3. Students of the upper semesters complained about the low scientific level of the lectures which, compared to Western technical magazines, was not up to Western standards. An exception were the weekly two-hour classes on "Modern Aircraft Designing" given by Professor Baade who was guest lecturer at the faculty. His students admired him and highly appreciated his lectures which were exclusively based on Western material and were the first ones to introduce modern aircraft designing. In addition to the basic theoretics, Baade gave practical examples and suggestions for aircraft development and construction. He appeared to be much in favor of turboprop engines, especially for commercial aircraft. The students also liked the lectures on engine - airframe assembly problems given by Dipl Ing Pawlowitsch (fnu), a theoretical and practical expert. The Dresden Institute of Technology gradually started to handle aircraft engine problems and to initiate training activities in this field. No further information was obtained. The translation of a Soviet book on aircraft construction was used as instruction material. The title and author were not known. It was observed that most aircraft or aircraft parts described were Western developments, while the few Soviet aircraft or aircraft parts shown were obsolete.

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STATE	X	NAVY	X	NSRB		DISTRIBUTION							
ARMY	X	AIR	X	FBI									

25X1

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4. No detailed information could be obtained on Professor Dr W. Richter's institute. It was assumed that organizational work and lecturing kept him too busy for research activities. No research orders were mentioned. It was merely learned that the institute was involved in the construction of a water-and wind tunnel.

5. Professor Dr Hermann Landmann was head of an institute involved in the construction of a LA 16 type glider which was being built in the institute workshop and was expected to be completed within two or three months.

6. The institute of Professor Rudolf Mueller's still lacked research equipment for stability and statics studies.

7. Professor Clausnitzer (fnu) was head of a low voltage laboratory which was already rather well equipped.

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